

No. 761,421.

PATENTED MAY 31, 1904.

L. M. SNYDER.
CAR FENDER.

APPLICATION FILED APR. 1, 1904.

NO MODEL.

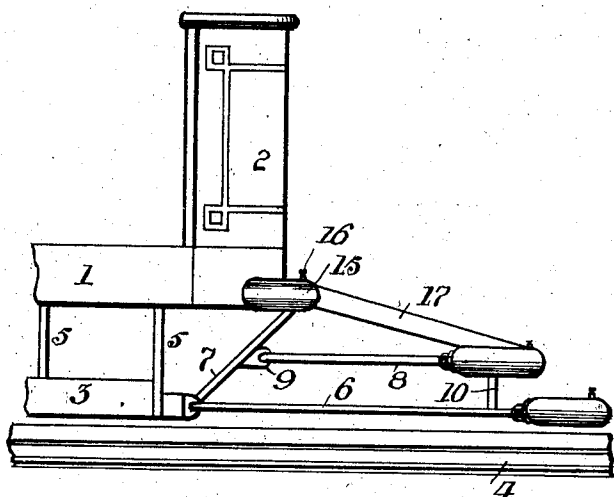


Fig. 1.

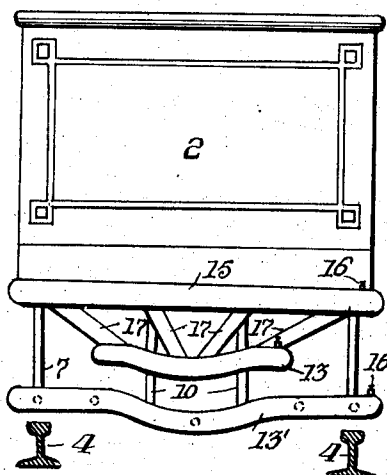


Fig. 2.

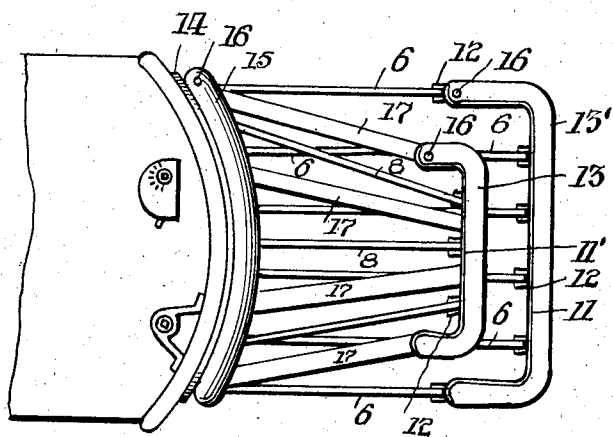


Fig. 3.

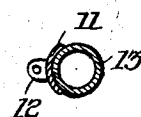


Fig. 4.



Fig. 5.

Witnesses:
H. H. Butler
E. E. Butler

Inventor
L. M. Snyder,
By H. C. Everett & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

LEO M. SNYDER, OF DUBOIS, PENNSYLVANIA.

CAR-FENDER.

SPECIFICATION forming part of Letters Patent No. 761,421, dated May 31, 1904.

Application filed April 1, 1904. Serial No. 201,101. (No model.)

To all whom it may concern:

Be it known that I, LEO M. SNYDER, a citizen of the United States of America, residing at Dubois, in the county of Clearfield and State of Pennsylvania, have invented certain new and useful Improvements in Car-Fenders, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention has relation to car-fenders, and has for its object the provision of a fender of novel form and construction which will be comparatively light in weight and very strong and so constructed and arranged as to prevent injury to a person or animal when struck by the fender.

In carrying my invention into effect I construct the fender substantially in the form of a rectangular framework which extends in front of the car and is inclined from the level of the car-body to a point near the surface of the street. The supporting parts of the frame I construct of suitable metallic bars, while those portions which are liable to strike a person or upon which they are likely to fall are composed of elastic air-filled cushions or tubing.

My invention consists in the novel construction, combination, and arrangement of parts hereinafter described and claimed.

Referring to the accompanying drawings, Figure 1 is a side view of a portion of a car having my improved fender applied thereto. Fig. 2 is a front elevation of the same. Fig. 3 is a plan view of the same. Fig. 4 is a sectional detail view of part of the elastic cushions which I employ; and Fig. 5 is a view, partly in section, of a modified form of cushion.

My improvement is applied to cars of any construction, and I have therefore shown only a sufficient portion of the platform of a street-car to illustrate the manner in which my fender is applied to the car.

The platform of the car (designated 1 in the drawings) carries the usual dashboard 2 and the wheel-guard 3, which latter is sustained above the tracks 4 4 by depending rods 5 5. The fender is secured to the platform 1 and to the wheel-guard 3 and is constructed as follows: Adjacent to the tracks 4 4 and

parallel therewith I arrange a series of parallel bars 6 6, which are connected at their rear ends to an inclined frame 7, which extends between and is connected to the platform 1 and the wheel-guard 3. Above the lower bars 6 and parallel thereto I arrange a second set of bars 8 8, these bars being directed toward a common point and being connected at their rear ends to eyes 9, carried by the inclined frame 7, and being connected at their forward ends by vertical rods 10 to the bars 6. The outer ends of the bars 6 6 and the outer ends of the bars 8 8 carry the supports for the fender-cushions, which are shown in sectional view on an enlarged scale in Fig. 4. These supports are composed of concavo-convex metallic sections 11 11', which carry eyes 12, by means of which they are attached, respectively, to the bars 6 of the lower frame and the bars 8 of the upper frame. Viewed from above these sections 11 11' extend in a straight line, and they have inwardly-bent ends, as shown, and carry on their outer sides elastic tubing 13 13', which is attached to the concavo-convex sections 11 11' in any desired manner—as, for instance, by suitable cement—or in any other manner by means of which tubing of this character may be secured in place upon a concave metallic surface. A similar metallic section 14 is secured to the front of the car-platform 1, this section being semicircular in shape in the form of platform shown or of any other desired configuration, and it carries a section 15 of tubing similar to the tubing carried by the sections 11 11'. The several sections of tubing which constitute cushions are provided with valves 16 16 similar to the valves used on bicycle-tires, and the cushions are inflated by means of an air-pump applied to these valves.

Straight sections of tubing 17 connect the upper cushions 13 with the cushion 15 and cushions 17, being disposed at the same angle to the bars 8, but inclining from the car-platform downwardly, as shown in Fig. 1. The central portions of the metallic sections 11 11' are downwardly curved, as shown in Fig. 2, so as to cause that portion of the fender to project downwardly somewhat between the tracks 4 4, so as to prevent the person who

may fall between the tracks from passing under the fender.

In the modified form of cushions shown in Fig. 5 I employ a rubber tubing 19, within which I arrange a spiral spring 20, the tubing being after the spring has been introduced packed with fibrous material 21, and this form of cushion may be employed where it is desired to dispense with the inflation of the cushion with compressed air, this cushion being secured to the concavo-convex metallic sections 11 11' in the same manner as the air-inflated cushion shown in Fig. 4.

Having described my invention, I claim—
1. In a fender for cars, the combination with a supporting-frame composed of sets of parallel bars and sets of converging bars, of concavo-convex metallic sections carried on

the ends of said bars, and elastic tubing secured to said concavo-convex sections, substantially as described.

2. In a car-fender, the combination of a lower frame composed of horizontally-disposed parallel bars, an upper frame composed of horizontally-arranged converging bars, air-inflated cushions arranged on the ends of both frames, a cushion attached to the car-platform, and converging cushions extending from the platform to the outer end of the upper frame.

In testimony whereof I affix my signature in the presence of two witnesses.

LEO M. SNYDER.

Witnesses:

JOHN J. BOYLE,
W. E. MCGHEE.